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ESTABLISHED 1857.

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New Advertisements will be found on page 4.

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W. and A. K. Johnston's Map to Illustrate the Chinese Question 80

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TAI WO & CO., 22, Bank Buildings, Agents for Hongkong, Hongkong, 11th August, 1900.

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Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

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Hongkong, 1st December, 1899. [136]

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Excellent CUISINE and best Wines. The Hotel's Boat boards all Steamers on their arrival and departure. Telegraph address "VICTORIA, Canton." A. B. C. and A. I. Codes used.

MADAR & FARMER, T. F. DA CRUZ, Proprietors. Hongkong, 16th November, 1899. [144]

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D is well known for its fine flavour.

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Established A.D. 1841.

BIRTH.

At 140, Chapple Road, Shanghai, on the 5th September, 1900, the wife of T. P. BARTHELEMY, of twins, sons.

The Daily Press.

HONGKONG, September 10th, 1900

In the absence of a definite assurance that Great Britain has no intention of joining in the policy of scuttling and back down initiated by Russia, the telegraphic announcement that the Fourth Indian Brigade has been ordered to proceed to China is certainly comforting. The idea that when the Powers had delivered the beleaguered foreigners from their hazardous confinement in Peking, they had accomplished all or even the main business for which they had been despatched was one that could hardly be entertained by any self-respecting State. The siege of the Legations by fanatic Boxers, assisted by Imperial troops and openly encouraged by the Chinese officials, was assuredly an unparalleled crime against international law, but it is only as seen in the indictment against the Manchu Government of China. They have been convicted of a design to exterminate all the foreigners in China by murder and violence, the same to be carried out in a coldblooded and cowardly manner by the deluded and ignorant Boxers, poor tools of the base and brutal mandarins. The same Government are responsible for the bloodshed involved in the capture of the Taku Forts, for the fighting at Tientsin, and for the armed opposition to the advance of the Allies on to Peking. They have caused the enormous outlay attending the despatch of foreign troops from Europe, India and America to China, and are responsible for a dislocation of trade on a gigantic scale and a tremendous pecuniary loss in consequence. They stand convicted of the dastardly murder of at least 59 missionaries, of the infliction of torture and sufferings of various kinds on many more, and they are responsible for some 80 or 100 more missing or overdue. It is almost incredible that, with such a reckoning against them, any Power could be found to propose even to consider any terms until the officials primarily responsible for these injuries and outrages had been first secured. It may be

urged that as civilised States we should not, now the Ministers have been rescued, seek for vengeance, but as exponents of the Christian religion we should show our superiority to the heathen in forgiving these trespasses against us. We do not feel quite sure that even the friends of the martyred missionaries would, in actual practice, go quite so far as that; but whatever they may advocate, we are not disposed to deal in sentiment. We do not want vengeance, as it is understood in China, where it would mean the wiping out of a host of more or less ignorant coolies, who may yet be in the main deserving of what they get; but we sternly demand justice, that justice which in like circumstances we should expect to be meted out to us. We want the promoters of the murder, outrage, and torture of foreigners to be hunted down, regardless of their rank or position and awarded punishment fitting for such crimes. We desire to have an end made of the Government that could originate, sanction, and aid the perpetration of such atrocities. We insist upon guarantees against the repetition of such enormities, and provision made for the safety of peaceable foreigners in China. We demand an indemnity to cover all losses and the expenses of the war and the payment of all old outstanding claims. We claim as an older right under the Treaties the proper observance of the stipulation of those Treaties. We should also require the just administration of the fiscal service and the abolition of the corrupt system of collecting taxes which converts them into impossible barriers to our trade and restricts it to limited areas.

All this we want and it was generally supposed we meant to have it. But how is it possible to secure the most elementary of these desires from China, if at the very outset it be seen that we are divided and dubious? Any weakness in dealing with Oriental is invariably construed by them as a confession of defeat. We shall have enough trouble to ring from the so-called Government the justice we seek without putting a weapon into their hands with which to flog or deride us. Even now the Chinese journals and the tenshops are doing their best to explain away our victories, and to convert them into defeats. One paper stated, only the other day, that the allies had about twenty thousand men killed and drowned at Yangtze, and, when the continued advance on Peking had to be admitted, informed its readers that a few of the foreign troops had been suffered to proceed to the capital to escort the Ministers and their staffs to Tientsin. The Chinese are naturally ingenuous, and in no direction more so than in the invention of excuses for their own shortcomings. If this is the sort of misrepresentations they are guilty of in the presence of actual facts, what sort of statements would they be likely to foist on the people if the foreigners voluntarily vacated Peking? They would be depicted as running away, as having been vanquished by the prowess of the invincible troops of the Son of Heaven, and much more in the same strain. The people would really believe these fables, and would regard all foreigners as only worthy of contempt, and residence in any part of the Central Kingdom would become practically unbearable until after another unmistakable drubbing had been administered to the vain sons of Han. To scuttle now, or to consent to make terms before the Government, or those who are supposed to represent it, can be brought to book for their crimes, would be simply fatal to foreign prestige and would unquestionably result in the long postponement of settlement of all pending questions, while it would ultimately involve us in a more serious struggle for supremacy in Eastern Asia. It may suit Russia to put off the evil day in the hope that she may arrange matters amicably with China and thus save her railways and maintain her interests in Manchuria. It may suit France because she is bound hand and foot to the Northern Colossus, whose wishes she has no option but to echo; and it may for the moment suit the United States, whose political parties are now looking eagerly for a new policy; no matter at whose or at what cost. But it will not suit Great Britain, who has, we believe, determined to see the matter through; and it will hardly, we fancy, fall in with the views of Germany, whose Ambassador's blood still cries from the ground for the vengeance which his Imperial Master has solemnly vowed in the face of Europe shall be exacted from the cowardly assassins.

In spite of the numerous alarming rumours current in the Colony during last week the Feast of Lanterns on Saturday passed off in perfect quiet, and there was no call to put into execution the measures prepared to quell an outbreak. We have reason to believe that the authorities were fully ready to deal with any trouble, and not only were the troops all available, but also had there been any necessity the warships in the harbour could have landed a strong force and some Maxim's. Really the prospect of any riot in the Colony must be very small. The Chinese have too much at stake and know

better than to favour any disturbers of the peace. The bad characters among them have been well looked after of late, and though the 'coolie' class is inclined to be aggressive—particularly those engaged in coal mining work, whose conduct is causing grave difficulties—the mass of the native population is on its best behaviour. There is no doubt that last week's large crop of rumours alarmed the more nervous of the residents, but nothing at all to justify their apprehensions took place on Saturday night. In fact, the City was much quieter than it was on the recent Emperor's Birthday. No news from Canton is yet to hand, but it may be presumed from the mere fact of silence that all has passed off well.

Mr. R. F. Drury has been appointed Executive Engineer, Public Works Department.

Mr. R. H. Hollingsworth has been appointed Acting Consulting Sanitary Surveyor.

During the 24 hours preceding noon on Saturday one fresh case of plague was reported and one death.

The annual camp of instruction in connection with the Hongkong Volunteer Corps will be held from the 19th to the 29th October.

It is notified in the *Gazette* that Surgeon Captain J. A. Lawson, Hongkong Volunteer Corps, has been granted twelve months' leave of absence.

A Chinaman who had been arrested for carrying arms and had been let out on bail failed to answer to his name on Saturday. Consequently the bail—\$100—was exchequed.

A telegram from Berlin on the 31st ult. stated that M. Von Witte, Russian Minister of Finance, was starting for Paris with the intention of raising a loan of 500 million roubles.

H. M. S. Mohawk left Amoy for Swatow on the 3rd inst. The German cruiser *Schwalbe* reached Amoy on the 6th. The *Hatching*, which arrived yesterday, reported the *Jais*, *Catline*, *Schwalbe*, *Tiger*, and *Barik* there when she left.

The owner of the Ping Koo arms shop, No. 252, Des Voeux Road, was charged on Saturday with failing to enter particulars of certain stock—ten revolvers—in his possession in his stock book. He pleaded guilty and was fined \$100.

The appointment by Her Majesty the Queen of the Hon. J. Thurburn to be an Official Member of the Legislative Council in place of Mr. Herbert Smith resigned, during the absence of Mr. T. H. Whithead, is notified in the *Gazette*.

At the Magistracy on Saturday Pang Chuang, a partner in the Hip Tai firm of contractors, 33, D'Almeida Street, was charged with embezzling \$7,160, moneys of the firm. Evidence of arrest was given and the defendant was remanded.

At the Magistracy on Saturday Li Kwong, a boy in the employ of Mrs. J. G. Remedios, of 34, Elgin Street, was fined \$10 for disobeying lawful orders, and Chung Kwai, in the employ of Miss F. G. Gonsalves, of 2, Mosque Street, was similarly dealt with for a like offence.

On the 2nd inst. Li Hung-chang called on the Hon. W. W. Rockhill, the newly appointed U. S. Special Diplomatic Commissioner, at the U. S. Consulate, Shanghai, and had a long interview with him. It is understood that the question of Li Hung-chang's claim to be recognized as negotiator between China and the Powers was discussed.

On Saturday morning a Chinaman who was arrested on landing from the Yuen-mei steamer was found to be in possession of 25 tins of prepared opium. On being taken before the Magistrate he said the opium was for medicine, it not being fit for smoking. Mr. J. J. Spooner (Chief Excise officer) said that this was not so, but it was prepared Malwa opium. A fine of \$400 was imposed.

A Shanghai native paper in a letter from its correspondent at Hankow says:—"The Society men are troublesome. The Viceroy and Governor are aware that their military force is insufficient. Recently the Governor has in a telegraphic despatch to the commandant at Siangyang, 320 English miles on the North-west, asked for one thousand soldiers to come as quickly as possible. The Provincial General stationed there at once ordered two regiments to get out for Hankow."

The Chinese festival, the Feast of Lanterns, was celebrated quietly on Saturday. In view of the unsettled state of affairs in China the procession of the Fiery Dragon, which invariably creates considerable disturbance in the streets, was prohibited. Some of the Wan-chai coolies threatened to defy the authorities and to have their procession, but when the time came they thought better of it and remained quietly at home. The knowledge that the powers that be were fully prepared to enforce obedience was no doubt responsible for this.

The following is the return of the average amount of bank notes in circulation and of reserve in Hongkong during the month ended August 31st, as certified by the Managers of the respective banks:—

Banks.	Average Specie in Circulation.	Reserve.
Chartered Bank of India, Australia and China.	\$ 2,696,336	\$1,500,000
Hongkong and Shanghai Banking Corporation.	754,934	5,000,000
National Bank of China, Limited.	429,837	150,000
Total.	\$10,673,127	\$6,650,000

The rice captured by the Japanese troops in China is said to be sufficient to feed a Division for a year and a half.

The first German transatlantic cable, between Germany and the United States of America, was opened on the 31st ult.

According to German official news from Yokohama the condition of Commander Lans of the *Itis* has improved greatly; he will be able to return again to active service.

Just as the *Senkwa* was about to start for Manila three Chinamen were found stowed away in the fore-hold. They were taken before Mr. Hazland on Saturday and fined \$25 each.

The opinion is expressed at Tokyo that Russia's action in hoisting the flag, and establishing a Provincial Government at Newchwang, justified the despatch of British troops to Shanghai and, it is believed, is likely to compel other powers to follow suit elsewhere.

According to a Tokyo telegram of the 29th ult., there was a stronger anti-Japanese agitation at Amoy than appears from European sources. The telegram then stated:—"The rioters have distributed circulars calling the people to arms and to recapture Formosa. The situation is critical. The rioters appear to entertain no animosity against Europeans."

It is reported that a detailed report on the situation in China from Baron Nishi was received by the Japanese Government on the 27th ult. It has been decided to send a special official to Peking with important instructions to Baron Nishi, and it is believed, says the *Kobe Chronicle*, that Mr. Uchida, the Director of the Political Affairs Bureau, will be chosen for the mission.

Ascertain Francis Larr in *L'Echo des Mines*, quoted in *L'Echo de Chine*, has discovered that Sir Robert Hart and Lord Charles Bessford are responsible for the war in China—Sir Robert Hart for not privately warning the British Minister at Peking that vast stores of war material were being brought into China, and Lord Charles Bessford for advising the Tatar General at Poochow Arsenal that China's best policy was to organize and create a strong army, rather than pay attention to her navy.

The London and North Western Railway Company Improvements Bill has now passed the House of Lords, and its provisions are being carried into effect with the utmost rapidity. The main expenditure will be the improvements at Euston Station, and, according to the plans, it will, it is stated, when completed, vie with any other railway station in the world for architectural beauty. The improvements are to be carried out at a cost of £1,100,000. Among other improvements will be the doubling of the number of lines running into the station, and the provision of considerable additional siding accommodation.

The *N. C. Daily News* records the injury by lightning on Tuesday last of Messrs. J. E. Shoemaker and Douglas. It appears they were standing at the open office window of the American Presbyterian Mission Press, Shanghai, watching the storm. Mr. Shoemaker had his hand on the wood rail, when the lightning struck the chapel about forty yards in front and seemed to divide itself, injuring the brickwork of the chapel and travelling along a wire which gave communication from the gatekeeper to the office where the two gentlemen stood. It struck Mr. Shoemaker on the hand and chest, and Mr. Douglas who was standing just behind was hit on the chest; both staggered and fell. The former was unconscious for a little time, but both are now all right again.

The late General Borgnis-Desbordes, commander-in-chief of the French troops in Indo-China, was guilty of the indiscretion of signing his name to a very foolish letter to a friend, which was published in Paris and reproduced in *L'Echo de Chine*. We quote a few lines:—"My dear Colonel, I agree with you. The English up to the present [May, 1900] have conducted the war like absolute imbeciles. To-day Sir Roberts [sic] is in a situation which may become very difficult if the Boers contain themselves with cutting off all fresh food supplies. I must too well supervise, and the huge English army, composed mostly of conscripts, will melt rapidly (4,000 or 5,000 a month). The cowardice of Europe in this matter of the Boers would surprise me were I younger. Surely it would have been kinder to the memory of General Borgnis-Desbordes to have allowed this letter to remain in obscurity."

Says a writer in the *London Engineer*:—"I have just welcomed home a friend from Morocco. 'Trouble is imminent in Morocco,' he says. 'The French laid the train for it long since. They will hasten on the crisis when two things are ended: the summer in South-Eastern Morocco and the exhibition in Paris. The Moors themselves have long invited trouble by their hopeless denance. They will hasten on the crisis when one thing is ended: their harvest. Then will come some slaughter of Jews and Christians, and a great slaughter of Moors, possibly the effacement of the Moorish dynasty.' Magazine rifles of the latest patterns are being landed in boatloads every day; and the Moorish authorities are declining to interfere. We know how Britain has armed India; we are learning how Europe has armed China, some of us are aware of the startling manner in which Europe has armed the Sennussi, in the Tunis hinterland, with his myriads of sworn, trained followers; turbulent Morocco is now being filled with weapons of precision. Is it not time that civilisation took a brace, and shut down on this particular method of self-immolation?"

Yokohama was visited by what is described as a short, but very severe shock of earthquake on the afternoon of the 27th ult.

The new Japanese Minister at Washington, Mr. Takahira, laid his credentials before the President of the United States on the 3rd ult.

The British Commercial Agent in Russia states that according to Siberian papers, a Philadelphia firm has been placed in communication with the Russian Government with the object of building a large locomotive manufacturing along the Siberian Railway with rail-making works as well.

The Return of Stamp Revenues during August 1899 and 1900 shows a total increase this year of \$18,900.57. The principal items which have increased are:—Probate or Letters of Administration, \$14,133.00, Conveyance or Assignment, \$4,221.00, Bank Note Duty, \$1,144.84. The only large decrease is in the item of Adhesive Stamps, in which the falling off is \$1,501.54.

Latest advices from New York show that before eleven o'clock on the morning of the issue of the British War Loan, the United States agents announced that subscriptions already received would, no doubt, call for half the entire £10,000,000 issued. Another of the New York banking-houses named in a Bank of England circular announced itself ready to take all of the bonds if there was any likelihood of such a proposition being entertained abroad. Such subscriptions came from insurance companies, corporations and several holders anxious to exchange United States Government bonds for the new issue on account of the higher insurance rate on the English loan.

The American grocers' organs all agree that tea prices are hardening in Japan. The following extract from the *Canadian Grocer* of 13th July gives ample proof of this:—"The situation in the tea market is gradually becoming more interesting. This applies particularly to Japan teas. A cable received this week from Higo states that prices have advanced \$1.50 per picul. It was also stated that the market was active and that the second crop teas were inferior to those of last year. A cable from Yokohama states that the tea-men there are also asking higher prices. Those on the local market who are holding old season's Japan teas are still very firm in their views, and there has not been much business done as a consequence. There are a few new season's Japan teas on the local market, but the quantity is much smaller than is usual, on account of the high prices which have ruled in Japan since the opening of the season."

GERMANY AND GREAT BRITAIN.

AN ITALIAN VIEW.
An article by the Italian statesman, Signor Crispi, under the title "Germany, England, and the Yellow Peril," appears in the *Revue burgoise Correspondent*. It deals at some length with the Chinese question, pointing out that the Emperor William was the first to warn Europe against the Yellow Peril, and urging the necessity of recognising Japan as the ally of the European nations in this matter, her interests and those of Europe being identical. Signor Crispi then proceeds to discuss exhaustively the relations between Germany and Great Britain. He says:—

"The Transvaal war appeared to afford an opportunity to a section of public opinion in Germany to give open expression to a hostile feeling, the concentration of which any longer appeared superfluous. Happily, the policy of Germany was directed by the Emperor, the Imperial Chancellor, and the Minister for Foreign Affairs, and from the day when the Kaiser telegraphed to the Viceroy of India that blood is thicker than water the Germans have come to understand that the continuance of a Great Britain, and even of a Greater Britain, is for Germany more than an interest, it is even a necessity, at any rate for the moment, and, to my great joy, I now mark the disappearance of that hostility which, though perhaps explicable to a certain degree to Germans as an instinctive manifestation of feeling, is not to be justified by the logic of fact or of ideas."

Signor Crispi proceeds to declare that the British cabinet, and the Transvaal is not to be deplored either by humanitarians or by politicians, points to the perfect freedom conferred by England in all her colonies on foreigners of all races, as contrasted with the exclusive and egotistic system of the Boer. Then follows a weighty passage which demands textual quotation. The writer says:—

"I spoke just now of my great joy because an understanding between the Governments of London and Berlin not only corresponds to my personal wishes, but to the material interests of Italy, which possesses in Germany and England the natural allies whom the logic of geography would commend to her. The logic of politics did not preach it so clearly. But it is the success of Great Britain in South Africa not alone from the strictly Italian standpoint. It is all too clear that in presence of a Russian Empire, to the growth of which no limit can be assigned, which, but for the Asiatic safety-valve, would already be a permanent danger to Europe, and which, though to-day largely taken up with Asia, may to-morrow become such a danger; in presence, too, of the wonderful vitality of France, which seems to touch the ground, only to rise stronger and more enterprising, as witness her colonial policy alone—I say that, in view of these facts, not only Germany and Italy, but also Austria and the smaller states, would find their position imperilled on the day when the British Power finally fell in ruin, because then the counterweight would be wanting, and even if the Franco-Russian Alliance did not exist, the European balance of power would be so violently shaken that the Triple Alliance itself—aye, even the victorious Triple Alliance—would not be able to restore it. What harm, what danger, on the other hand, can befall Europe from this victory which consolidates the military position of Great Britain for a long time to come, not only in itself, but by the proof it affords of England's capacity, military as well as otherwise? Certainly no harm, no danger whatever."

Signor Crispi concludes by expressing the earnest hope that the understanding between Germany and England may continue and flourish and extend even to the Far East, where a most difficult problem lies before the European Powers.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 7th September, 10.35 p.m.

THE EMPEROR TO BE RESCUED.

Sung Fan, the Yun-Kwei Viceroy, started northward on the 5th instant with a large force to rescue the Emperor.

LI HUNG-CHANG GOES NORTH ON TUESDAY.

Li Hung-chang leaves for the north on the 11th instant by the *Anging*, with Chang-Yi, the Director, and Tang, the Manager, of the Northern Chinese Railways.

LOOTING IN PEKING.

There are great complaints of the foreign troops looting in Peking; thus repeating the Tientsin scandal.

Amoy, 9th September, 2.10 p.m.

PEACE AT AMOY.

The Chinese soldiers on guard in the Concession were withdrawn yesterday to the native city. The latter is now quiet.

London, 8th September, 8.15 p.m.

GERMANY AND THE YANGTZE.

The Berlin *Post* says that Germany's interests in the Yangtze region necessitate her partition in the measures for protection.

THE WAR IN SOUTH AFRICA.

London, 8th September, 8.15 p.m.

BRITISH CAPTURE LYDENBURG.

General Hamilton turned the enemy's flank at Lydenburg and General Buller occupied the town. Our casualties were practically nil. The Boers have scattered, and most of their guns and impedimenta have been sent to Krugerspoort.

REUTER'S SERVICE.

LONDON, 7th September.

CHINA AND THE POWERS.

It is understood in Washington that the Germans will remain at Peking, even though Russia withdraws, and it is expected the other Powers will act in a similar manner.

THE WAR IN SOUTH AFRICA.

Mr. Steyn is still with Mr. Kruger and persuades him not to surrender while Commandant De Wet is active.

General Buller and Commandant Botha are inactive. Reinforcements have reached the former.

The Ladysmith relief column fought the Boer vanguard at Platburg; an artillery duel took place, and the Boers retired.

ARCTIC EXPLORATION.

The Duke of Abruzzi has returned from the Arctic, having reached 18 minutes beyond the Nansen expedition. The pressure of the ice nearly stove the ship.

LATER.

THE POWERS AND CHINA.

It is stated in Washington that Germany has proposed a compromise of a contingent of the representative allies remaining at Peking, the remainder camped at Tientsin until peace is secured. The Imperial family and Ministers will be protected. It is expected that Russia will acquiesce in this arrangement, but it is stated that Great Britain has not yet replied. Lord Salisbury returns to London next week to consult his colleagues.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Tientsin* left Singapore for this port on the 7th instant, at 6 a.m.

The Austrian Lloyd's steamer *China* left Kobe, via Moji for this port on the 8th instant, at 6 a.m.

The N. D. L. steamer *König Albert*, which left here on the 9th August, arrived at Genoa on Friday, p.m., the 7th instant.

The N. D. L. steamer *Sachsen*, carrying the German Mail with dates from Berlin of the 20th August, left Colombo on Friday, p.m., the 7th instant, and may be expected here on or about Tuesday, the 18th instant.

The Austrian Lloyd's steamer *Marquis Baginheim* left Singapore for this port on Saturday night, the 8th inst.

The *Courier d'Haiphong* learns that the Rev. Pere Viel has been assassinated in Yunnan. He refused to leave the country at the same time as the other Frenchmen. He had been imprisoned with them in the Consulate, but when their departure was decided upon, he believed it to be his duty to stay with his converts. Accordingly he returned to his station, where he had been for many years. News has now been received that the mission has been pillaged and the church burned, while the mob are said to have tortured and killed Pere Viel. This news, however, has not yet been officially confirmed.

NEW ADVERTISEMENTS

TO LET.
No. 47, ELGIN STREET, a SIX-ROOMED HOUSE.
Apply—
AT THE PREMISES.
Hongkong, 10th September, 1900. [2388]

SITUATION WANTED.
CLERK (English), aged 27, desires SITUATION in OFFICE; moderate salary; 10 years' previous experience.
Address—
J. STOCKTON,
Care of Daily Press Office,
Hongkong, 10th September, 1900. [2381]

NOTICE TO MARINERS.
No. 119 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

BUOYAGE OF NORTH CHANNEL ENTRANCE TO THE YANGTZE: ADDITIONS AND ALTERATION.

NOTICE is hereby given that two new Buoys have been established in the North Channel, viz:—
SHAWESHAN BANK BUOY: A 10-foot conical, red Buoy surmounted by a black spherical cage, moored in 23 feet of water, with Shaweshan Lighthouse bearing N. 90° W., distant 2.80 miles.
CHI YAO BANK OUTER BUOY: A 6-foot, conical, red Buoy surmounted by a black, inverted frustum cage, moored in 23 feet of water, with Drinkwater Point Lighthouse bearing N. 58° W., distant 7.11 miles.
Also that the Drinkwater Point (Fairway) Buoy, No. 23 in the latest published List, has been replaced by a red conical buoy surmounted by a black spherical cage.

REMARKS.

According to the latest soundings, the most direct track, for vessels of heavy draught entering by the North Channel, is to pass between 1 and 2 cables South of Shaweshan Bank Buoy, and steer so as to bring the Buoy to bear East by the time Shaweshan Lighthouse bears N.E., then steer for the Drinkwater Point Buoy, passing 1 cable south of it; from which point a course, made good, of N. 89° W., passing 3 cables south of Chi-yao Bank Outer Buoy, leads seaward into deep water. After deepening to 7 fathoms a mid-channel course may be steered till abreast of Luchiao Lighthouse, after which the directions given in Notice to Mariners No. 119 (Special) may be followed.
Keeping the track above described, the least depth between the Shaweshan Bank Buoy and the Drinkwater Point Buoy should be 20 feet; between the latter and Chi-yao Bank Outer Buoy 21 feet, increasing to 25 feet when abreast of the last named Buoy.
All bearings given are magnetic and all depths are for low water of spring tides.

A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 3rd September, 1900. [2383]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hall, will be despatched for the above ports TO-MORROW, the 11th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers, Hongkong, 10th September, 1900. [2383]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SHANSI."

Captain Carnahan, will be despatched as above on WEDNESDAY, the 12th inst., at DAYLIGHT.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 10th September, 1900. [2382]

FOR SHANGHAI.

THE Steamship

"LYEEMOON."

Captain G. Houermann, will be despatched for the above port on WEDNESDAY, the 12th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents, Hongkong, 8th September, 1900. [2380]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM."

Captain A. Blaffer, will leave for the above places on SUNDAY, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Hongkong, 10th September, 1900. [2384]

THE HONGKONG WEEKLY PRESS is now ready and contains:—

Leading Articles:—

The Proposed Retreat from Peking.

The New China Blue-book.

The Missionary Question.

The Crisis and the Telegrams.

South Africa.

The Crisis: Telegrams.

Casualties of the North-China Field Force.

Supreme Court.

The Entry into Peking.

The Crisis in China.

The New Royal Naval Cantonment.

Canton.

Amoy.

Swatow.

Formosa.

Manila.

Correspondence.

The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.

Hongkong Cricket Club.

The Royal Hongkong Golf Club.

Hongkong Volunteer Corps.

Hongkong and Fort News.

Subscription, \$12 per Annum, payable in advance; postage, 32.

Extra copies 30 cents each. Cash copies can be sent from the Office to subscribers, including postage 34 cents each, for three copies Cash.

Hongkong, 7th September, 1900.

NEW ADVERTISEMENTS

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 10th September, 1900. [15]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, YUMLA AND TRISTE.

(Taking Cargo at through rates to the Brazils, SOUTH AFRICA, PERMANENT GULF, RED SEA, BLACK SEA, LEBANT, MALTA, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"CHINA."

Captain R. Mayer, will be despatched as above on MONDAY, the 17th inst.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Hongkong, 11th September, 1900. [6]

AUCTIONS

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTIES.

Situate at ROBINSON ROAD, Victoria.

Hongkong, in 6 Lots.

FRIDAY.

the 14th September, 1900, at 3 P.M., at his

Sale Rooms, 100, Home Lane.

Lot 1.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section A of Inland Lot No. 704, containing an area of 7,576 square feet or thereabouts.

Lot 2.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section B of Inland Lot No. 704, containing an area of 8,705 square feet or thereabouts.

Lot 3.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section C of Inland Lot No. 704, containing an area of 8,328 square feet or thereabouts.

Lot 4.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section D of Inland Lot No. 704, containing an area of 7,020 square feet or thereabouts.

Lot 5.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section E of Inland Lot No. 704, containing an area of 6,778 square feet or thereabouts.

Lot 6.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as the Remaining Portion of Inland Lot No. 704, containing an area of 14,985 square feet.

All the above described Lots are held for the residue of a term of 99 years and are sold subject to the existing Tenancy.

For further particulars, apply to—

C. EWENS, Vendor's Solicitor, or to

GEO. P. LAMMERT, Auctioneer, Hongkong, 8th September, 1900. [2362]

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr. ATACK, Furniture Dealer (going to his removal to new premises), to sell by Public Auction, on SATURDAY, the 16th inst., at 11 A.M., at his Store, 39, Queen's Road Central, all the portion of his

STOCK-IN-TREASURY, FURNITURE, FIXTURES, &c., &c.

TERMS:—As Usual.

V. I. REMEDIOS, Auctioneer, Hongkong, 31st August, 1900. [2315]

NOTICE.

APPLICATIONS are invited for the

Post of STOREHOUSEMAN in

H.M. NAVAL YARD.

For Particulars, apply personally to the

NAVAL STORE OFFICER between the hours of

9.30 and 11 A.M.

BY ORDER.

H. M. Naval Yard, 6th September, 1900. [2376]

VICTORIA RECREATION CLUB.

AQUATIC SPORTS.

THURSDAY, September 26th, at 5 P.M., 4 Lengths (133 Yards) Race (scratch). Open to Army, Navy and Police. Two Prizes. No Entrance Fee.

FRIDAY, September 21st, at 4.30 P.M., 200 Yards Championship of the Colony, 6 Lengths. Open to all comers. Two prizes. Entrance Fee \$1.00.

Entries for both Races CLOSE on 13th inst.

THOS. YULE, Hon. Secretary, Hongkong, 8th September, 1900. [2377]

W. B. REWER & CO.

NEW BOOKS AND NEW EDITIONS.

Brotschneider's Map of China, Revised and Enlarged ... \$6.50

The Straits War Map of China ... 0.35

European Settlements in the Far East, by D. Warren Smith ... 3.50

China, the long lived Empire, by Mrs. Seidenberg ... 5.00

China in Decay, by Alexis Krause ... 3.50

The Overland to China, by Colquhoun ... 4.50

Russia on the Pacific and the Siberian Railway, by Vladimir ... 9.00

The Peoples and Politics of the Far East, by Henry Norman ... 4.50

Union Jack, Volume II ... 3.00

Windsor Magazine, Volume II ... 3.50

Leverage, by Borrow (Cloth) ... 3.50

From Sand-hill to Pine, by Bretz Harde ... 1.50

Black Heart and White Heart, by Rider Haggard ... 1.50

Caged, by Headon Hill ... each

Jan Orber, by Orme Agans ... each

A Millionaire of Yesterday, L. Oppenheim ... each

Should She have Spoken, by Esther Miller ... each

23 & 25, Queen's Road, Hongkong.

[31]

INSURANCES.

"LUNION"

FIRE INSURANCE COMPANY, Ltd. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent, Hongkong, 1st August, 1900. 2118

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to ACCEPT, First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents, Hongkong, 29th May, 1895. [96]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO., Agents, Hongkong, 2nd April, 1900. [1022]

SUN LIFE ASSURANCE COMPANY OF CANADA.

HEAD OFFICE: MONTREAL.

THE above Company is prepared to issue all approved plans, and will settle claims immediately upon receipt of proof of death and without reference to the Head Office.

For Rates and other Particulars, apply to W. J. G. WHILEY, Acting Manager, 8, Praya Central. [872]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899, £4,469,089.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 687,500 0 0

II. FIRE FUNDS, 2,731,181 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents, Hongkong, 16th May, 1892. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents, Hongkong, 21st April, 1897. [19]

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following:—

£2,000 in case of death by accident.

£1,000 in case of natural death.

£1,000 in case of permanent total disablement by accident.

£500 in case of partial total disablement by accident.

£50 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to J. Y. V. VERNON, Agent, Hongkong, 8th June, 1896. [1774]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARPAIK & CO., Agents for the Phoenix Fire Office, Hongkong, 17th August, 1887. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents, Hongkong, 10th November, 1872. [24]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL, £410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents, Hongkong, 18th May, 1900. [1512]

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN."

Being a Lecture by CAPTAIN PERCY SCOTT, R.M.C., and CAPTAIN A. H. LIMPUS, R.N. (of H.M.S. Terrible).

The book is printed on art paper, and illustrated with coloured maps and sketches.

Prices ... 1 and \$1.50

BANKS.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, H. M. BEVIS, Acting Chief Manager, Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000

RESERVE FUND, \$10,000,000

STERLING RESERVE, \$10,000,000

SILVER RESERVE, 2,000,000

RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COUNT OF DIRECTORS: N. A. SIEBS, Esq.—Chairman.

R. SHEWAN, Esq.—Deputy Chairman.

E. Goetz, Esq.

Hon. R. M. Gray

A. J. Raymond, Esq.

Hon. J. J. Keswick

D. Meyer Moses, Esq.

H. W. Shado, Esq.

CHIEF MANAGER: Hongkong—Sir THOMAS JACKSON.

MANAGER: Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND CUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

H. M. BEVIS, Acting Chief Manager, Hongkong, 18th August, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL, £1,000,000

PAID-UP CAPITAL, £324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS: CHAN K. SHAN, Esq., D. GILLES, Esq., CHOW T. SHANG, Esq., J. T. LAUTS, Esq., Chief Manager, GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed, 5 1/2.

Hongkong, 23rd March, 1899. [19]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL, Yen 5,000,000

PAID-UP CAPITAL, 1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.

JUICHI SOTEDA, Esq., President.

Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENCIES: Tokyo, Osaka, Kyoto, Yokohama, Kobe, Nagasaki, Hakodate, Moji, Taiwan, London, New York, S. Francisco, Hongkong, Amoy, Shanghai, Tientsin, Nanking, Chemulpo, Fusan.

HEAD OFFICE—INTEREST ALLOWED.

On Current Account, 4 1/2 per cent. per annum.

On Fixed Deposits: Savings Bank 5.48 per cent.

For 3 months, 6 per cent. per annum.

For 6 months, 6 1/2 per cent. per annum.

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Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on the chief commercial places both in Japan and Abroad.

Further particulars may be obtained on application.

HIROMI KAWASAKI, Manager, Taipei, 1st August, 1900. [290]

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL, over £210,000

RESERVE LIABILITY OF SHAREHOLDERS, fully £425,000

HOLDERS, £435,000

HEAD OFFICE: 30, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH.
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL.
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

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Printers, Bookbinders and Account Book
Manufacturers, 21 and 23, Queen's Road
(under Hongkong Hotel).

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KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
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Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
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WATKINS, LD. APOTHECARIES' HALL, 68,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

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KUHN & KOMOR.
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

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China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOMI.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPEES

EBRAHIM ELIAS & CO.
Milliners, Silk Mercers, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO.
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

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SPERRY FLOUR COMPANY.
Merchant Millers, San Francisco.
Eastern Branch, Pedler Street,
WILLIAM WHOLEY, Manager.

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A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
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LI KWONG LOONG.
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corator and Dealer, 17, Queen's Road.

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THE MUTUAL STORES.
SUB-AGENTS LITTON, LD.,
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Provision and General Merchants.

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KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

WAH LOONG.
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

**EASTERN ACETYLENE LIGHTING
COMPANY.** Head office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

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WOODS & CO.
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

HING.
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

LEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

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BUSINESS DIRECTORY.

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Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA.
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishman.

RATTAN FURNITURE

KWONG TAI LOY.
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 18, Praya Central.

SILK GOODS DEALERS

TEJUMUL POHUSING.
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woollen and Cashmere
Shawls and other Sundry Goods; 4,
D'Aguiar Street, First Floor.

WASSIAMULL ASSOMULL.
Wholesale and Retail Importers and
Exporters, Indian, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS
FR. BLUNCK.
Exporters of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road Central.

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F. BLACKHEAD & CO.
Navy Contractors, Shipbuilders, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.
Shipbuilders, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 144, Des Voeux Road.

MORE & SEIMUND.
Shipbuilders, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

AH-MEN, HING-CHONG & CO.
Tailors, Drapers and Outfitters, Queen's
Road Central, OM Club Site.
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN.
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 85, Queen's Road, Central.

TAK CHEONG.
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

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D. S. DADY BURJOR, "LOS FILIPPOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KEUSE & CO.
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents.
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT.
1 and 2, Leys Street East. AGENTS FOR
W. KENNEDY & Co., 37, Calle San
Jacinto, Manila, "Windor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.
12, Queen's Road
and Calle Antigua, Manila.

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Dealers in
**JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONEWARE, CARVED
IVORYWARE, SILKS, and GRASS
CLOTHS.**
AND
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen
of this Colony that we commenced business on
the 11th April, 1900, and we solicit their kind
patronage.
Nos. 1 & 3, D'AGUIAR STREET.
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [1910]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—
Loaded with With Powder
Powder only. 1 oz. of shot.

Primrose Cases ... \$5.65
Pegamoid Cases ... 8.00
Ejector Brass Cases. 6.90
5 per cent. discount on orders of 1,000 and over.
Apply to
Wm. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [1877]

CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS.
QUEEN'S BUILDINGS.

**DESIGNS and Specifications prepared for
any class of Steamship. Launches and
light-draught vessels a specialty. Contractors
for the supply and erecting of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.
Telegrams: "CARBET," Hongkong.
Telephone, 233.**

**H. F. CARMICHAEL,
B. J. BARLOW.**
Hongkong, 1st June, 1899. [1837]

THE RELIEF OF PEKING.

The following account was given to the N.C.
Daily News by the Rev. A. H. Smith, author
of Chinese Characteristics and Village Life in
China:—

The siege had already lasted fifty-four days.
The morning of Sunday, August 12th, brought
little relief from the long tension which had
preceded it. There had been intermittent heavy
firing upon the Legations during the night,
with brief intervals of quiet. Several Lega-
tions had been more severely attacked than
usual. An American had been wounded, a Ger-
man likewise, but more seriously, and a French-
man killed. Besides this there was a Russian
wounded on the City Wall, one of the most
important posts of all.

One of the rare individuals who contrived to
break through the numerous Chinese restrictive
barriers, and smuggle a few eggs within the
lines (at four cents a piece) brought the story
that there had been a great battle yesterday at
Changchiawan, and that 3,000 Chinese had
been killed. Of course this may be true, and
of course, as we have had abundant evidence, it
may be a mere fabrication. One of the dis-
advantages of a siege is that in the course of it
truth and fiction are opposite phases of the same
die. It is also affirmed that Jung Lu had taken
poison, once more. The day was very hot. Early
in the afternoon there was a savage attack upon
the British Legation from the south-west, as so
often before. We were used to this, and, like
Mr. Wilfer with his daughters, merely ob-
serve: "Oh! here comes another one of them."

The special excitement of the day was another
letter from the Tsungli Yamen, asking for an
appointment for a meeting with the Ministers
to discuss a cessation of hostilities. This of
course meant no more attacks, so that we might
"rest our hearts down into the abdomen" as the
Chinese phrase runs, knowing that all would be
peace. Ah! we have had an extended expe-
rience of the duplicity of the Tsungli Yamen,
and we are never sure just what their next move
is to be and neither, to tell the truth, are they.
To emphasize the proposals for "peace" there
came another furious attack in the afternoon,
and one of the machine-guns was turned that
way with its heavy boom as five simultaneous
shots took effect. This always seemed to have a
quieting effect upon the rifle firing, but it was
less efficient now. The main topic of public
discussion was what is to be done about the
proposals for an interview with the Tsungli Ya-
men. To many it seemed almost a scandal
that in view of past perfidy there should be any
talk about even so much as an interview. But
the only reason for refusing the repeated and
urgent efforts of the Yamen to get the foreign
Ministers to leave Peking was the claim that
they might be useful at their posts when negotia-
tions should arise. To decline now any such
negotiations in advance would obviously put
the Foreign Ministers in the wrong.

A note was sent agreeing to a meeting, but the
place remained uncertain. On some accounts
the German Legation, now in ruins, seemed the
best fitted for the purpose, but to this there were
objections. There was also good reason for not
admitting the Yamen Ministers within the
British Legation, especially as they might come
largely attended, and it would be difficult to
prevent the attendants from seeing more than
was desirable. It was decided to meet them
outside the British Legation, on the bank of
the canal, where a mat-laid had been put up
for such uses many weeks ago, and afterwards
dismantled when it was seen to be useless. But
about half-past ten o'clock there arrived a note
from the Yamen to say that inasmuch as the
Foreign Ministers had re-opened hostilities, and
had killed a captain of Chinese troops and twenty-
six of his men, and as the Yamen Minister were
"very busy," the Ministers would not come! This
was most disappointing, as the only thing ex-
pected (or indeed desired) from the conference was a
cessation of the continuous attacks, which was
indefinitely postponed. A story was in circula-
tion that the officer and men alleged to have
been killed by us were some of those who have
been so furiously assailing us for the past eight
and forty hours. As they shoot only from be-
hind small loopholes, it is very unlikely that so
many have been killed and there is no evidence
that their casualties are greater than ours.
During the night a still fiercer attack was ex-
pected, and we were not disappointed. Early
in the evening it began in a storm, and was
kept up with brief intermissions all night. If
the onsets could be distinguished the one from
the other, there were about six before daylight,
but it was practically a continuous and a mur-
derous fusillade, evidently with new weapons,
and the determination was to do much harm as pos-
sible. This had been foreseen, and all the avail-
able machine guns had been placed in position to
meet the enemy in case there should be a rush.
The long disused gun-platforms on the wall of
the Imperial city to the north, were provided
with a shell-gun which threw shells into the
Legation all night, one of which fell in a dress-
ing-room of the British Minister's house, and
another in the main gate-way of the Legation,
but in each case without damage. During the
continuance of the most furious attack the bell
in the toll-tower tolled as alarm intended to
call every one to his post, the first instance of
such an alarm for many weeks, and when this
was over without result, the volunteers retired
once more to such rest as was possible. Three
hours later a second alarm more imperative

than the first was rung, but the Chinese did
not make a rush as was expected, and things
went on as before. During this terrible night
the casualties were severe. Mitchell, the
American gunner serving a Chinese cannon
mounted in the barricades west of the south
stables, had his arm badly shattered. A Ger-
man was killed in his own Legation, while
crossing the yard; the Japanese doctor got a
bullet in his leg, and a British marine had a
ball through his shoulder.

Two civilians, a French priest and the
Belgian doctor, received slight injuries from
stray bullets. On every side the assailants were
more resolute and more furious than at any
previous time. Soon after two o'clock in the
morning, our attention was attracted by hear-
ing the sharp sound of a machine-gun some
distance to the east, apparently several miles
distant. This it was held must be the relieving
column approaching Peking, as we have never
known the Chinese to use these guns during
the siege.

Some time later the booming of heavy guns
in the same direction confirmed the diagnosis,
and it became certain that help was at hand—
literally at the gates. After breakfast word
came from those who had been on the city wall
that foreign cannon were shelling the Ch'ing
Gate, namely the one which is entered from
Tianchen by the stone road. From the wall
itself the shells could be seen falling all about
the gate, and especially under the circumstances
it made a spectacle well worth seeing. Consider-
ing that the walls of the Chinese City are sixty
feet high and forty feet thick, and capable of
indefinite defence, the prospect for an early en-
trance against the fierce resistance to be expect-
ed was such that some of the troops on the
wall remarked that it would be lucky if the
troops got in by to-morrow night—an appar-
ently not unreasonable estimate. At the
course of an hour or two before noon
the firing and shelling appeared to go farther
south, and to be about the Tientsin or "Eastern
Convenience Gate," on the northern face of the
southern city, beyond the corner of the south
wall of the Tartar city, but in a line with it.
About half-past two o'clock a man came run-
ning in to the British Legation with a message
for the Minister from the American Captain in
command on the wall, that foreign troops were
approaching under cover of the houses in the
southern city. It was Mr. Moore, a British
subject, who first spied them, and gave the
notice. Within the next few moments there
was much running out of the south gate of the
British Legation by those who had leave to do
so. Arriving at the American Legation we
were met by a few rushing out from that com-
pound with the word that the troops had already
entered the Water-Gate at the foot of the
Canal Street. It is but a few rods to the
corner, and sure enough, on rounding it,
we saw Major Vaughan leading a com-
pany of the 7th Bengal (Rajput) Infan-
try, with General Gaslee coming up the
slope to the street out of the canal. The
banks were lined with excited Chinese, and
a handful of not less excited foreigners who
found it difficult to command their voices to
raise even a feeble cheer. On reaching the
British Legation there was such a scene of be-
wildering joy as surely was never before seen
in Peking. The Rajputs were speedily followed
by the 24th Punjab Infantry (a Frontier
Regiment), the 1st Sikhs, all cheering with
a will as they passed into the south gate, past
the house of the First Secretary, past the Hos-
pital, past the Chinese Secretary, and filed into
the tennis-court lawn, until the whole Legation
was speedily a vast tangle of Rajputs, Sikhs,
Bengal Lancers, and 5th and 14th American
Regiments, who were close behind. The sudden
reflexion from death to life was almost too
much for human nerves. "And there was great
joy in the city." The next day the 7th verse of
the 12th Psalm was telegraphed home as a
summary of the situation: "Our soul is escaped
as a bird out of the snare of the fowlers; the
snare is broken and we are escaped."

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement of
Business contributed during the Half-Year
ending 30th June, 1900, on or before the 15th
September, on which date the Accounts will
be CLOSED.
By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.
Hongkong, 24th August, 1900. [2279]

GREAT EASTERN AND CALEDONIAN
GOLD MINING COMPANY,
LIMITED.

NOTICE is hereby given that SCRIPS
Number 1,260 to 1,262 for 300 SHARES
of the above Company, numbered 119,683 to
119,982, in the name of S. Y. TONG, of Tien-
tsin, and that SCRIPS Number 1,263 to 1,274
for 600 Shares of the above Company, numbered
120,383 to 121,382, in the name of LIANG YU
TONG, of Tientsin, having been LOST, New
Scripts for same will be issued after One month
from the date hereof, and the Original Scripts
will be considered by the Company as null and
void, and all persons are hereby warned against
accepting or negotiating same.

LUTGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 30th August, 1900. [2311]

TEBRAU PLANTING COMPANY,
LIMITED.

NOTICE is hereby given that the FINAL
CALL of \$1 per Share has been made
in respect of the Shares not fully paid up, and
that such CALL is PAYABLE, on 5th
October next, to the undersigned at the
Registered Offices of the Company, 38 and 40,
Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th September, 1900. [2347]

TO LET.

"THE EYRIE."
A T'HE PEAK, close to summit; delightfully
cool and healthy.
TO BE LET, FURNISHED.
Immediate possession can be had.
For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 15th June, 1900. [1757]

TO LET OR FOR SALE.

THE VILLA LUCIA, PORTULAM.
For Terms, &c., apply to
D. MUSSO & CO.,
No. 268, Praya West.
Hongkong, 14th August, 1900. [2209]

TO LET.

**A FURNISHED FOUR ROOMED
HOUSE** at ROBINSON ROAD, from
1st October, for Three months or more.
Apply by letter to—
A.
Care of Daily Press Office.
Hongkong, 7th September, 1900. [2369]

TO LET.

A SIX-ROOMED HOUSE on PEAK ROAD
nearing completion.

Also
No. 3, RICHMOND TERRACE.
Apply to—
**HUMPHREYS ESTATE & FINANCE
CO. LIMITED.**
Hongkong, 3rd September, 1900. [1871]

TO LET.

**ONE LARGE ROOM (THIRD FLOOR,
13, PRAYA CENTRAL,** now known as
20, DES VOEUX ROAD CENTRAL. ROOMS on
2ND FLOOR.

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 13th June, 1900. [61]

TO LET.

WITH IMMEDIATE POSSESSION.
A SPACIOUS ROOM, suitable for an
OFFICE, on N.E. corner of THIRD
FLOOR, PAINE'S BUILDINGS.
Apply to—
S. J. DAVID & CO.
Hongkong, 16th July, 1900. [1945]

TO LET.

A FURNISHED ROOM with Board with
an English Family. House situated on
the higher levels. Suitable for a Young Man.
Apply to—
L.
Care of Office of this Paper.
Hongkong, 4th September, 1900. [2346]

BOARD AND APARTMENTS at Kowloon
for Married or Single.
Apply—
"BERYL,"
Garden Road, Kowloon.
Hongkong, 6th June, 1900. [1674]

BOARD AND RESIDENCE.
**COMFORTABLY FURNISHED
ROOMS,** with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAL,"
BEACH ROAD WEST,
FELKESTONE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2293]

SIEN TING.
SURGEON-DENTIST.
No. 10, D'AGUIAR STREET.
TEEMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [808]

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG, AND
SINGAPORE.

THE H.A.L. Steamship
"SERBIA."
Captain Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.,
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 14th inst. will be subject to
rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.
Hongkong, 7th September, 1900. [2372]

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATINO UNITED
COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.
THE Steamship
"BISAGNO."

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence delivery
may be obtained. Perishable Goods to be taken
delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company within seven days after the
vessel's arrival here, after which no claims will
be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 10th
instant will be subject to rent.

Bills of Lading will be countersigned by
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd September, 1900. [17]

IMPERIAL GREENMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"HAMBURG."

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via Ports of Call.	PARADIMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON via SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON	SHANGHAI	Brit. str.	—	A. P. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON via SUEZ CANAL	ALCINOUS	Brit. str.	—	Pullford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON via SUEZ CANAL	PATROCLUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Harr	BUTTERFIELD & SWIRE	On 20th inst.
BREMEN via Ports of Call.	PREUSSEN	Ger. str.	—	H. Kirchner	MEMORABLES MARITIMES	On 21st inst. at Noon.
MARSEILLES, &c. via Ports of Call.	YARRA	Fr. str.	—	Schmitz	NIPPON YUSEN KAISHA	To-day, at 1 P.M.
MARSEILLES, &c. via Ports of Call.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	SANDER, WIELER & CO.	On 21st inst. at Daylight.
TRIESTE, &c. via Ports of Call.	CHINA	Ger. str.	—	R. Mayer	CARLOWITZ & CO.	On 17th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Brann	CARLOWITZ & CO.	On 18th inst.
HAVRE & HAMBURG	BAVIERA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 2nd Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 21st Oct.
HAVRE & HAMBURG	AFRIDI	Brit. str.	—	Schuder	CARLOWITZ & CO.	On or about 30th Oct.
NEW YORK via SUEZ CANAL	ORWELL	Brit. str.	—	Hildebrandt	DOWELL & CO. LIMITED	On or about 12th inst.
NEW YORK via SUEZ CANAL	ASTORIA	Ger. str.	—	J. Truebridge	SHEWAN, TOMES & CO.	On or about 15th inst.
NEW YORK via SUEZ CANAL	OLYMPIA	Brit. str.	—	G. A. Lee, R.N.R.	JAMES, MATHESON & CO.	On or about 25th inst.
VICTORIA, B.C., & Tacoma via SHANGHAI	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On 13th inst.
VANCOUVER via SHANGHAI, &c.	SKARPSNO	Brit. str.	—	J. Kennedy	T. L. STEVENS & CO.	Quick despatch.
PORTLAND, OREGON, &c.	CITY OF PEKING	Amr. str.	—	Nelson	DOWELL & CO. LIMITED	On 20th Oct.
SAN FRANCISCO via SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	A. Blaffer	PACIFIC MAIL S. S. CO.	On 12th inst. at Daylight.
SAN FRANCISCO via AMOY, &c.	GALILEO	Brit. str.	—	C. C. Talbot, R.N.R.	O. & O. S. N. Co.	On 27th inst. at Noon.
SAN FRANCISCO via NAGASAKI, &c.	BERGENHUS	Brit. str.	—	A. E. Moss	BUTTERFIELD & SWIRE	On 25th inst.
SAN DIEGO, &c. via SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	Duchateau	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
AUSTRALIAN PORTS	MARQUIS BACQUEHEM	Brit. str.	—	Carnaghan	SANDER, WIELER & CO.	On 28th inst. at 4 P.M.
YOKOHAMA & KOBE	ROSETTA	Brit. str.	—	G. Houermann	P. & O. S. N. Co.	On 15th inst. at Daylight.
YOKOHAMA, via NAGASAKI & KOBE	YAWATA MARU	Jap. str.	—	F. J. Fox	NIPPON YUSEN KAISHA	On or about 16th inst.
NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	S. Barham	MEMORABLES MARITIMES	On 20th inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	C. Matovich	BUTTERFIELD & SWIRE	On or about 10th inst.
SHANGHAI	LYNEWOOD	Brit. str.	—	Hall	SHEWAN, TOMES & CO.	On 12th inst. at 5 P.M.
SHANGHAI & KOBE	TIENTSIN	Brit. str.	—	T. Ogata	P. & O. S. N. Co.	On or about 13th inst.
SHANGHAI	BENGAL	Brit. str.	—	G. T. Blackland	SANDER, WIELER & CO.	On or about 15th inst.
SHANGHAI	MELBOMENE	Brit. str.	—	Nelson	DOWELL & CO. LIMITED	On 19th inst. at Daylight.
SWATOW, AMOY & POOCHOW	MAIDZURU MARU	Jap. str.	—	Magnusini	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
SWATOW, AMOY & TAMSUI	ESMERALDA	Brit. str.	—	P. Yoshizawa	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SWATOW, AMOY & TAIWANFOO	TAIWAN	Brit. str.	—			On 13th inst. at Noon.
MANILA DIRECT	BISAGNO	Brit. str.	—			
SINGAPORE, PENANG & BOMBAY	HIBOSHIMA MARU	Jap. str.	—			
BOMBAY, via SINGAPORE & COLOMBO						

SHIPPING.

ARRIVALS.
 Sept. 8, NUBARI, British transport, 2870, J. E. Sandilands, Taku 2nd-September.
 Sept. 8, TRYM, Norwegian str., 710, Dahl, Canton 7th September, General.—ORDER.
 Sept. 8, TROER, Norwegian steamer, 2116, H. Wold, Kuchinotzu 4th September, Coal.—MITSUI BUSSAN KAISHA.
 Sept. 8, PHUA C. C. Kiao, British str., 1013, McLellan, Koh-si-chung 2nd Sept., Rice.—BUTTERFIELD & SWIRE.
 Sept. 8, MONAWI, British transport, 4212, F. W. Tubb, Calcutta 28th August.
 Sept. 9, CLARA, German str., 675, Hansen, Haiphong and Hoihow 8th Sept., General.—JENSEN & CO.
 Sept. 9, HAICHING, British str., 1267, T. P. Hall, Foochow 6th Sept. and Amoy 7th, General.—DOUGLAS LARSEN & CO.
 Sept. 9, HATING, French steamer, 750, Bust, Haiphong and Hoihow 8th Sept., General.—A. R. MARTY.
 Sept. 9, KWANGLEE, British str., 1467, R. L. Lincoln, Shanghai 6th Sept., General.—CHINESE.
 Sept. 9, NANYANG, German str., 983, Th. Lehmann, Saigon 4th Sept., Rice.—SEMSSEN & CO.
 Sept. 9, YARRA, French str., 4295, Schmitz, Yokohama 31st August, Mails and General.—MESSAGERIES MARITIMES.
 Sept. 9, MEADE, U.S. transport, 3,072, George Wilson, Manila 6th September.
 Sept. 9, SAINT ANDREW, British transport, 6914, E. W. Fitzgerald, Calcutta 27th August.
 Sept. 9, PROTECTOR, British gunboat, 700, W. H. Creswell, C.M.G., Adelaide 6th August, Sydney 12th, Brisbane 10th, Townsville 15th, Thursday Island 23rd and Hilo 6th September.

CLEARANCES.

At the Harbour Master's Office, 3TH SEPTEMBER.
 Flores, Dutch str., for Kuchinotzu.
 Serbia, German str., for Nagasaki.
 Independent, German str., for Samarang.
 Tientsin Maru, Japanese str., for Swatow.
 Hongkong, French str., for Hoihow.
 Trym, Norwegian str., for Hoihow.
 Tem O'Shaider, Amr. ship, for New York.

DEPARTURES.

Sept. 7, JAVA, British str., for London.
 Sept. 8, DECEDE, French gunboat, for Taku.
 Sept. 8, HERMES, Norw. str., for Hongkong.
 Sept. 8, TAICHOW, British str., for Singapore.
 Sept. 8, DUKE OF FIFE, Brit. str., for Tacoma.
 Sept. 8, LYNEWOOD, German str., for Canton.
 Sept. 8, ALBIE, British str., for Sydney.
 Sept. 8, HILGONG, British str., for Swatow.
 Sept. 8, LORNING, British str., for Calcutta.
 Sept. 8, PUSUNG, British str., for Shanghai.
 Sept. 8, PEICHING, British str., for Haiphong.
 Sept. 9, SERBIA, German str., for Nagasaki.
 Sept. 9, INDEPENDENT, Ger. str., for Samarang.
 Sept. 9, TAMSUI MARU, Jap. str., for Swatow.
 Sept. 9, HONGKONG, French str., for Hoihow.
 Sept. 9, TRYM, Norw. str., for Chetoo.
 Sept. 9, TAM O'SHAIDER, Amr. str., for New York.

VESSELS IN DOCK.

At the Harbour Master's Office, 3TH SEPTEMBER.
 Kowloon Dock—U.S.S. Monterey, Argus, Esmeralda, Longmoon, Olympia, Kong Beng, Canning, Tai On, Pukhian, Kung Beng, COSMOPOLITAN Dock—Stanfield, Nanshan.

SHIPPING REPORTS.

The British steamer *Phua C. C. Kiao*, from Koh-si-chung 2nd Sept., had first part of passage light and calm. From Cape Paduan to port light N. to N.E. wind and heavy rain squalls.
 The British steamer *Kwanglee*, from Shanghai, had variable winds to Peishan Island; thence to port, strong N.E. winds and moderate following seas; fine and clear weather throughout.
 The British steamer *Haiching*, from Foochow 6th Sept. and Amoy 7th, had light variable winds and smooth sea to Amoy. From Amoy to port moderate N.E. breeze, fine and clear weather throughout. Steamers in Amoy—*Pao-tung*, *Cheung Hock Kian*, *Kueiyang*, *Anping*, *Tientsin*, British cruiser *Iris*, Amr. gunboat *Cadine*, German cruiser *Schwalbe* and *Iger*, Russian flag ship *Burik*, Japanese warships *Jabou*, *Jakachio*, *Ikenami* and *Iwakuchi*.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS nor the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
 NEWWOOD, British ship, Tios Roy.—Order.
 PRINER RICKMERS, German ship, Scholer.—Arnhold, Karberg & Co.
 AUSTRALIAN, British steamer, Helms.—Gibb, Livingston & Co.
 LIGHTNING, British str., Spence.—D. Sassoon, Sons & Co.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 10th September, 1900, at 1 P.M., the Company's Steamship "YARRA," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Bombay. This steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 9th Sept. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.
 G. DU CHAMPEAUX, Agent.
 Hongkong, 28th August, 1900.

FOR PORTLAND, OREGON.
 (Booking Cargo for San Francisco and Overland Points).
 THE Steamship
 "SKARPSNO,"
 due here Monday Next, the 10th inst.
 For Freight Rates, apply to
 T. M. STEVENS & CO.,
 4, Queen's Road Central,
 Hongkong, 6th September, 1900. [2365]

NAVIGAZIONE GENERALE ITALIANA (FIORIO AND RUBATTINO UNITED COMPANIES).
 STEAM FOR SINGAPORE, PENANG AND BOMBAY.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN Ports up to CALAIO.
 Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
 "BISAGNO,"
 Captain Magnusini, will be despatched as above on TUESDAY, the 11th inst. at Noon.
 At Bombay the steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO., Agents.
 Hongkong, 5th September, 1900. [7]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 FOR MANILA DIRECT.
 THE Company's Steamship
 "ESMERALDA,"
 Captain Geo. T. Blackland, will be despatched as above on WEDNESDAY, the 12th September, at 5 P.M.
 This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO., General Managers.
 Hongkong, 8th September, 1900. [2361]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM TO SHANGHAI.
 THE Company's Steamship
 "MELBOMENE,"
 Captain C. Matovich, will leave for the above place on THURSDAY, 13th inst. at 4 P.M.
 For Freight or Passage, apply to
 SANDER, WIELER & CO., Agents.
 Hongkong, 8th September, 1900. [6]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
 SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—3,000 Tons—10,000 Horse-Power—Speed 19 knots.
 PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION).
 "EMPEROR OF JAPAN"....Cmdr. Geo. A. Lee, R.N.R. WEDNESDAY, 26th Sept. 1900
 "EMPEROR OF CHINA"....Cmdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct. 1900
 "EMPEROR OF INDIA"....Cmdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent, Pedder Street.
 Hongkong, 30th August, 1900. [9]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD
 (FREIGHT SERVICE). (FREIGHT SERVICE).
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 STEAMERS. DESTINATIONS. SAILING DATES.
 * SIBIRIA (HAYRE & HAMBURG) { On 18th } Freight and
 Capt. Brann (London with transshipment in Hamburg) { September } Passage
 SAXONIA (HAYRE & HAMBURG) { About 2nd } Freight
 Capt. Jager (London with transshipment in Hamburg) { October } Freight
 ASTORIA (NEW YORK via SUEZ CANAL) { About 10th } Freight
 Capt. Hildebrandt { October } Freight
 DAMEBERG (HAYRE & HAMBURG) { About 21st } Freight
 Capt. Jacobs (London with transshipment in Hamburg) { October } Freight
 KONGSBERG (HAYRE & HAMBURG) { About 30th } Freight and
 Capt. Schuder (London with transshipment in Hamburg) { October } Passage
 * These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO., AGENTS.
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 10th September, 1900. [13]

NIPPON YUSEN KAISHA
 (THE JAPAN MAIL STEAMSHIP COMPANY).
 PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS. DESTINATIONS. SAILING DATES.
 HIROSHIMA MARU { BOMBAY, SINGAPORE and CO. } THURSDAY, 13th Sept. at
 S. Yoshizawa { LUMBO } NOON.
 YAWATA MARU { NAGASAKI, KOBE and YOKO- } THURSDAY, 20th Sept. at
 A. E. Moss { NAMA } NOON.
 KAWACHI MARU { MARSEILLES, LONDON, and } FRIDAY, 21st Sept. at
 J. S. Thompson { ANTWERP, via SINGAPORE, } DAILIGHT.
 SHINANO MARU { SYDNEY and MELBOURNE, via } FRIDAY, 28th Sept. at
 { MANILA/THURSDAY ISLAND, } 4 P.M.
 { TOWNVILLE & BRISBANE. }

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Japan, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA, Manager.
 Hongkong, 4th September, 1900. [12]

VESSELS ON THE BERTH.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI & KOBE	TIENTSIN F. J. Fox	{ About 15th } { Sept. }	Freight.
LONDON &c.	PARADIMATTA A. Symons	{ Noon, 10th } { Sept. }	See Special Advertisement.
SHANGHAI	BENGAL S. Barham	{ About 15th } { Sept. }	Freight or Passage.
YOKOHAMA via NA- GASAKI & KOBE	ROSETTA C. C. Talbot, R.N.R.	{ About 15th } { Sept. }	Passing through the Inland Sea. Freight or Passage.
LONDON	SHANGHAI A. F. Street	{ About 20th } { Sept. }	Freight or Passage.

For Further Particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.
 Hongkong, 10th September, 1900. [1]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA				FOR PORTLAND, OREGON, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.			
Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
OLYMPIA	2,337	J. Truebridge	Sept. 13	MONSIEUR	2,372	J. Kennedy	Oct. 29
GLENOCLE	3,750	W. Frakes	Sept. 18				
QUEEN ADELAIDE	2,533	F. McNair	Sept. 29				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.
 Excellent accommodation. First class Table. Doctor and STEWARDESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, 441.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 428.
 (The best route to the Klamath Lake Fields. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DETA, and St. MICHAEL).
 HONGKONG TO YELLOWSTONE PARK AND BACK, 405 10s. 0d.

This route covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CHEYENNE and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, Stage Coach transportation, Chinaman to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.
 Rates of Passage to other Ports on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODD & CO., LIMITED,
 General Agents.
 Hongkong, 5th September, 1900. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
PREUSSEN (Hamburg-Amerika Linie)	THURSDAY	20th September.
SACHSEN	WEDNESDAY	3rd October.
OLDENBURG	WEDNESDAY	17th October.
BAVIERA	WEDNESDAY	31st October.
STUTTGART	WEDNESDAY	14th November.
KONIG ALBERT	WEDNESDAY	28th November.
PRINZ HEINRICH	WEDNESDAY	12th December.
PREUSSEN	WEDNESDAY	26th December.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	9th January, 1901.
SACHSEN	WEDNESDAY	23rd January, 1901.
KIAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th February, 1901.

ON THURSDAY, the 30th day of September, 1900, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 18th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 19th September, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELOCHERS & CO., AGENTS.
 Hongkong, 7th September, 1900. [8]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
 THE Company's Steamship
 "TAIYUAN,"
 Captain Nelson, will be despatched as above on THURSDAY, the 20th September, at Noon.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber secures the Supply of Fresh Provisions during the entire voyage.
 A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
 For Freight, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 28th August, 1900. [2294]

THE Company's Steamship
 "TAIYUAN,"
 Captain Nelson, will be despatched as above on THURSDAY, the 20th September, at Noon.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
 A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 28th August, 1900. [2295]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"INDUS" will be despatched for the above ports on or about MONDAY, the 10th instant, instead of as previously notified.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 7th September, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI" will be despatched for the above port on or about the 12th instant, and will be followed by the Steamship

"MARIA DE LARRINAGA" on or about the 15th instant.

For Freight, apply to DODWELL & CO., Ltd., Agents.

Hongkong, 6th September, 1900.

[2054]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMFOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA" Captain A. Symonds, carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 15th September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 3rd September, 1900.

[1]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK" will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship "ANAPA" about 15th October.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 20th August, 1900.

[2223]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS" Captain Barrow, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900.

[2099]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT (TAKING CARGO AT LONDON RATES).

THE Company's Steamship

"HECTOR" Captain Barr, will be despatched as above on THURSDAY, the 20th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1900.

[2203]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS" 3,000 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, via SHANGHAI, MOYI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1900.

[14]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALCINOUS" Captain Palford, will be despatched as above on TUESDAY, the 2nd October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th August, 1900.

[2278]

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAY-LIGHT.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 12th Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 20th August, 1900.

[5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office, until FIVE p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information, as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th September, 1900.

[4]

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

CITY OF MIAMI (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 20th August, 1900.

[3]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU" Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 19th Sept., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th September, 1900.

[1443]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ORWELL" will be despatched as above on or about the 25th instant.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 5th September, 1900.

[2356]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA" Capt. Hildebrandt, will be despatched for the above port on or about 10th October.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st August, 1900.

[2317]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLOS" Captain Dickens, will be despatched as above on TUESDAY, the 16th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1900.

[2374]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with LONDON CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Port every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

HONGKONG.

STEAMERS.

America Maru, Jap. str., 3,353, Goleg, Sept. 1.

Toyo Kisen Kaisha

Bismarck, Italian str., 1,510, Maganzini, Sept. 3.

Carlovita & Co.

China, German steamer, 1,113, Voss, Sept. 6.

Siemens & Co.

Clara, German steamer, 975, Hansen, Sept. 9.

Johsen & Co.

Deuteros, German str., 1,001, Peterson, Sept. 7.

Siemens & Co.

Esmeralda, British str., 963, Blackland, Aug. 31.

Shevan, Tones & Co.

Flores, Dutch steamer, 2,828, Ounchand, Sept. 1.

Butterfield & Swire

Hatching, British str., 1,267, Hall, Sept. 9.

Douglas Lapraik & Co.

Hating, French steamer, 750, Bast, Sept. 9.

A. R. Marty

Duri Maru, Jap. str., 1,564, Okuma, Sept. 5.

Japanese

Kara, British steamer, 1,507, Griffiths, Sept. 2.

Kong Borg, German str., 862, Fuchs, Aug. 23.

Butterfield & Swire

Kwanglo, British str., 1,467, Lincoln, Sept. 9.

Chinese

Loongmoon, Ger. str., 1,245, Schulz, Aug. 24.

Siemens & Co.

Loyal, German str., 1,237, Lorenzen, Aug. 30.

Sander, Wier & Co.

Nanyang, Ger. str., 983, Lehmann, Sept. 9.

Siemens & Co.

Olympia, British str., 1,730, Truebridge, Sept. 3.

Dodwell & Co., Limited

Pakshan, British str., 1,235, Jenkins, Aug. 31.

Bradley & Co.

Patrolia, British str., 3,548, Dickens, Sept. 7.

Butterfield & Swire

Phra, C. K. Kias, British str., 1,012, McLellan, Sept. 8.

Butterfield & Swire

Phranang, German str., 1,021, Calder, Sept. 6.

Melchers & Co.

Shansi, British str., 1,250, Carnaglan, Sept. 7.

Butterfield & Swire

Tiger, Norwegian str., 2,116, Wold, Sept. 8.

Mitsui Bussan Kaisha

Yarra, French str., 2,014, Schmitz, Sept. 9.

Messageries Maritimes

SAILING VESSELS.

Bittern, British str., 339, Askin, Aug. 28.

Siemens & Co.

Hamburg, British str., 1,649, Caldwell, Aug. 30.

Standard Oil Co.

Manuel Liguano, Amr. ship, 1,650, Small, Aug. 6.

Standard Oil Co.

Norder, British ship, 1,598, Ray, July 31.

Order

Peter Bickmers, Ger. str., 2,751, Scholer, Aug. 11.

Standard Oil Co.

President, British bark, 750, Munro, Aug. 24.

Siemens & Co.

Sachem, Amr. bark, 1,267, Nickles, July 13.

Standard Oil Co.

Saragac, Amr. bark, 88, Bartley, Aug. 15.

Standard Oil Co.

Sierra Estrella, British ship, 1,397, Farmer, July 8.

Dodwell & Co., Limited

Stanfield, British bark, 562, Wilson, June 22.

Order

Topgallant, Amr. bark, 1,200, Suvareld, Aug. 31.

Order

Westgate, British ship, 1,830, Neville, Aug. 9.

Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacritz, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Craddock, at Shanghai.

Algeria, sloop, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart at Taku.

Argonaut, British battleship, 11,000, Capt. G. H. Cherry, R.N., at Hongkong.

Arora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Newchwang.

Bardier, battle-ship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrander, at Taku.

Bonaventura, cruiser, 10 guns, 7,000 h.p., Capt. F. C. Savile, at Shanghai.

Brisk, cruiser, 6 guns, 5,000 h.p., Comdr. Sir B. S. Wray, Bart., at Singapore.

Britannia, gunboat, Capt. Philip Walter, at Hongkong.

Cantonian, flag-ship, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at Shanghai.

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. Wh

POST OFFICE NOTICES.

The City of Peking, with the American Mail of 11th ult., left Yokohama on Sunday, the 2nd inst., at daylight, and may be expected here to-morrow.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Nagasaki, Kobe and Yokohama	Serbia	Monday, 10th, 10.00 A.M.
		Monday, 10th, 10.00 A.M.
		Registration, 10.00 A.M.
		Papers, 10.30 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe &c., India via Tutuorin	Yarra	Monday, 10th, 4.00 P.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Tuesday, 11th, 11.00 A.M.
		Tuesday, 11th, 5.00 P.M.
Samshui and Wuchow	Wuchow	Monday, 10th, 4.00 P.M.
Singapore, Penang and Bombay	Shanghai	Tuesday, 11th, 11.00 A.M.
Shanghai		Tuesday, 11th, 5.00 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Hama, Honolulu and San Francisco	America Maru	Monday, 10th, 4.00 P.M.
		(Registration, with late fee of 10 cents, up to 4.45 P.M.)
		Letters, 5.00 P.M.
		Wednesday, 12th, 4.00 P.M.
		Wednesday, 12th, 4.00 P.M.
		Thursday, 13th, 4.00 P.M.
		Saturday, 15th, 4.00 P.M.
Europe &c., India via Tutuorin	Yarra	Monday, 10th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)		
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver	Empress of Japan	Monday, 10th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		

COMMERCIAL.

CLOSING QUOTATIONS.

SATURDAY, 8th September.

ON LONDON.—	
Telegraphic Transfer	2/0 1/2
Bank Bills, on demand	2/0 1/2
Bank Bills, at 30 days' sight	2/0 1/2
Bank Bills, at 4 months' sight	2/1
Credits, at 4 months' sight	2/1 1/2
Documentary Bills, 4 months' sight	2/1 1/2
ON PARIS.—	
Bank Bills, on demand	2/59
Credits, at 4 months' sight	2/64
ON GERMANY.—	
On demand	2/11
ON NEW YORK.—	
Bank Bills, on demand	50 1/2
Credits, 60 days' sight	51 1/2
ON HONGKONG.—	
Telegraphic Transfer	1/54
Bank, on demand	1/54 1/2
ON CALCUTTA.—	
Telegraphic Transfer	1/54
Bank, on demand	1/54 1/2
ON SHANGHAI.—	
Bank, at sight	7 1/4
Private, 30 days' sight	7 1/2
ON YOKOHAMA.—	
On demand	1 p.c. dis.
ON MANILA.—	
On demand	1 p.c. pm.
ON SINGAPORE.—	
On demand	1 p.c. pm.
ON BATAVIA.—	
On demand	1/23 1/2
ON HATPHONG.—	
On demand	31 p.c. pm.
ON SAIGON.—	
On demand	3 p.c. pm.
ON BANGKOK.—	
On demand	1/23 1/2
SOVEREIGNS, Bank's Buying Rate	9/70
GOLD LEAF, 100 fine, per tael	51.25
SILVER, per oz	28 1/2

OPIUM.

Quotations are—	Allow 1/2 cent to 1 cutty.
Malwa New	8880 to — per picul.
Malwa Old	8870 to 8880
Malwa Older	8890 to 8900
P. P. per-wrapped	8870 to —
Persian fine quality	8910 to —
Persian extra fine	8950 to —
Patna New	8947 1/2 to — per chest.
Patna Old	8940 to —
Bengales New	8957 1/2 to —
Bengales Old	8 —

VESSELS EXPECTED.

THE FRENCH MAIL.
The M. M. steamer *Indus*, with the next French mail, left Saigon on the 7th inst., at 7 a.m., for this port.

THE AMERICAN MAIL.
The P. M. steamer *City of Peking*, with mails, &c., from San Francisco to the 11th ult., via Honolulu, left Yokohama for this port on Sunday morning, the 2nd inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 21st ult.

The T. K. R. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 29th ult.

THE CANADIAN MAIL.
The C. P. R. steamer *Empress of Japan* arrived at Nagasaki at 8 a.m. on Thursday, the 6th inst., and left again at midnight same day for Shanghai, where she is due to arrive at noon on Saturday, the 8th inst.

THE GERMAN MAIL.
The N. D. L. steamer *Sachsen*, carrying the German mails with dates from Berlin of the 20th August, left Colombo on Friday, p.m., the 7th inst., and may be expected here on or about Tuesday, the 18th inst.

MERCHANT STEAMERS.
The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Kobe via Moji for this port on the 4th inst., and is expected to arrive here on the 11th inst.

The steamer *Hillgren*, from New York for China and Japan, left Singapore for Hongkong on the morning of the 4th inst.

The Austrian Lloyd's steamer *Melpomene* left Singapore for this port on the 6th inst.

The F. & O. steamer *Tientsin* left for this port on the 7th inst., at 6 a.m.

The Austrian Lloyd's steamer *Marquis de Baccarat* left Singapore for this port on Saturday night, the 8th inst.

PASSED THE CANAL.
OUTWARD.—31st July.—*Morven*, 3rd August.—*Marquis de Baccarat*, 10th August.—*Recina*, 10th August.—*Coltoariver*, 10th August.—*Glengly*, 14th August.—*Candia*, 14th August.—*Charles Roger*, 14th August.—*Neutony*, 14th August.—*Serdania*, 14th August.—*Ettrickdale*, 17th August.—*Adria*, 17th August.—*Phoenicia*, 17th August.—*Macduff*, 21st August.

JOINT STOCK SHARES.

HONGKONG, 8th September.

STOCKS.	No. of Shares.	Issue Value.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/10th = \$15.00 per share for 1st half year 1900	315 p. c. pr. = \$318.75.
Bank of China & Japan, Ltd.	100,000	25	25	None	21.
Do. Deferred.	1,250	25	25	None	25.
National Bank of China, Ltd.	20,000	210	210	25/- for 1899	22 1/2, sales and buyers
Do. Founders' Shares	750	210	210	25/- for 1899	22 1/2, buyers
MARINE INSURANCE.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	30 p. c. = \$18 for 1898	\$255, buyers
China Traders Ins. Co., Ltd.	24,000	\$333	\$333	10 p. c. for 1898 and 30/- for 1899	\$27, sales and buyers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p. c. for 1898 and 30/- for 1899	27 1/2, 105, sellers
Yangtze Ins. Assn., Ltd.	8,000	\$100	\$100	10 p. c. for 1898 and 30/- for 1899	\$121, sellers
Canton Ins. Office, Ltd.	10,000	\$250	\$250	30 p. c. for 1898 and 30/- for 1899	\$170, sales
Strait Insurance Co., Ltd.	30,000	\$100	\$100	6 p. c. for 1898 and 30/- for 1899	\$1.
FIRE INSURANCE.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898 and 30/- for 1899	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$27 for 1898 and 30/- for 1899	\$77, buyers
SHIPPING.					
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ending 30th Dec. 1899	\$801, buyers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	\$1.20 for half year ending 30th Dec. 1899	\$85, sellers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p. c. for 1899 and 10 p. c. for 1898	\$63, old sellers
Do. do.	14,000	\$50	\$50	20 p. c. for 1899 and 10 p. c. for 1898	\$18, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. c. for 1899 and 10 p. c. for 1898	\$48, sellers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	Final 10 p. c. = 10 p. c. for 1899 and 10 p. c. for 1898	\$11, buyers
Do. do.	20,000	\$10	\$10	10 p. c. for 1899 and 10 p. c. for 1898	\$10, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. c. for 1899 and 10 p. c. for 1898	\$18, sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	\$200, sellers
REVENUES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	\$112, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	\$30.
MINING.					
Punjab Mining Co., Ltd.	60,000	\$8	\$8	None	\$5, sellers
Do. do.	30,000	\$8	\$8	None	\$1.
Societe Fran. des Char. de Houille	10,000	\$250	\$250	None	\$22 1/2, buyers
Queen Mines, Limited	40,000	\$25	\$25	None	\$17 1/2, buyers
Jelobu Mining and Engineering Co., Ltd.	40,000	\$25	\$25	None	\$10, sellers
Ramb. Australian Gold Mining Co., Limited	20,000	\$1	\$1	None	\$5 1/2, buyers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$2, sellers
Great Eastern and Gold Mining Co., Ltd.	10,000	\$4	\$4	None	10 cents
Do. do.	7,000	\$1	\$1	None	40 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	10 p. c. for 1899 and 10 p. c. for 1898	\$110 per c. pr. = \$200
Hongkong and Whampoa Dock Co., Limited	20,000	\$50	\$50	10 p. c. for 1899 and 10 p. c. for 1898	\$81, sellers
Wharf and G. Co., Ltd.	20,000	\$50	\$50	10 p. c. for 1899 and 10 p. c. for 1898	\$30, sellers
Wharf and G. Co., Ltd.	20,000	\$50	\$50	10 p. c. for 1899 and 10 p. c. for 1898	\$60, buyers
New Amoy Dock Co., Ltd.	6,000	\$61	\$61	25 p. c. for 1899 and 10 p. c. for 1898	\$20 1/2, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	\$170, buyers
West Point Building Co., Ltd.	12,500	\$50	\$50	10 p. c. for 1899 and 10 p. c. for 1898	\$25 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. c. for 1899 and 10 p. c. for 1898	\$12 1/2, sellers
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 p. c. for 1899 and 10 p. c. for 1898	\$10 1/2, sales
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	Th. 50
International Cotton Co., Ltd.	10,000	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	Th. 50
Laos-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	Th. 50
Soy Chee Cotton Spinning Co., Ltd.	2,000	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	Th. 50
Yehloong Cotton Spinning Co., Ltd.	7,500	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	Th. 50
Wen & Dye Co., Ltd.	12,000	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	\$13.
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. c. for 1899 and 10 p. c. for 1898	\$201.
China Portland Cement Co., Ltd.	7,500	\$20	\$20	10 p. c. for 1899 and 10 p. c. for 1898	\$30, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. c. for 1899 and 10 p. c. for 1898	\$13 1/2, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	10 p. c. for 1899 and 10 p. c. for 1898	\$100, sellers
Hongkong and China Gas Company, Limited	7,000	\$20	\$20	10 p. c. for 1899 and 10 p. c. for 1898	\$118.
Hongkong Telephone Co., Ltd.	10,000	\$50	\$50	10 p. c. for 1899 and 10 p. c. for 1898	\$150, buyers
Geo. Fenwick & Co., Ltd.	5,000	\$25	\$25	10 p. c. for 1899 and 10 p. c. for 1898	\$103.
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	10 p. c. for 1899 and 10 p. c. for 1898	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$7 1/2	\$7 1/2	10 p. c. for 1899 and 10 p. c. for 1898	\$8 1/2, sellers
Carmichael & Co., Ltd.	2,000	\$25	\$25	10 p. c. for 1899 and 10 p. c. for 1898	\$8.
H. & China Bakery Co., Ltd.	600	\$50	\$50	10 p. c. for 1899 and 10 p. c. for 1898	\$20.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	10 p. c. for 1899 and 10 p. c. for 1898	\$12, sellers
Rel's Asbestos & Agcy. Ltd.	10,000	\$1	\$1	10 p. c. for 1899 and 10 p. c. for 1898	\$80, sellers
United Asbestos Oriental Agency, Limited	10,000	\$1	\$1	10 p. c. for 1899 and 10 p. c. for 1898	\$20.
Tehran Planting Co., Ltd.	10,000	\$5	\$5	10 p. c. for 1899 and 10 p. c. for 1898	\$3.
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	10 p. c. for 1899 and 10 p. c. for 1898	\$9.50, sales & buyers
Watkins, Limited	1,000	\$10	\$10	10 p. c. for 1899 and 10 p. c. for 1898	\$10.
Universal Trading Co.	50,000	\$20	\$20	10 p. c. for 1899 and 10 p. c. for 1898	\$5 1/2, buyers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 7th SEPTEMBER, P.M.

STATION.	Hour.	Barometer (reduced to sea level).	Therm. (air).	Therm. (sea).	Therm. (land).	Humidity.	Wind.	Weather.
Vladivostok	2 p.	29.83	61	58	58	85	W	1
Tokyo	2 p.	29.83	61	58	58	85	W	1
Kobe	2 p.	29.83	61	58	58	85	W	1
Nagasaki	2 p.	29.83	61	58	58	85	W	1
Kagoshima	2 p.	29.83	61	58	58	85	W	1
Tsushima	2 p.	29.83	61	58	58	85	W	1
Yokohama	2 p.	29.83	61	58	58	85	W	1
Shanghai	2 p.	29.83	61	58	58	85	W	1
Amoy	2 p.	29.83	61	58	58	85	W	1
Swatow	2 p.	29.83	61	58	58	85	W	1
Canton	2 p.	29.83	61	58	58	85	W	1
Hongkong	2 p.	29.83	61	58	58	85	W	1
Victoria Peak	2 p.	29.83	61	58	58	85	W	1
Shanghai	2 p.	29.83	61	58	58	85	W	1
Amoy	2 p.	29.83	61	58	58	85	W	1
Swatow	2 p.	29.83	61	58	58	85	W	1
Canton	2 p.	29.83	61	58	58	85	W	1
Hongkong	2 p.	29.83	61	58	58	85	W	1
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Shanghai	2 p.	29.83	61	58	58	85	W	1
Amoy	2 p.	29.83	61	58	58	85	W	1
Swatow	2 p.	29.83	61	58	58	85	W	1
Canton	2 p.	29.83	61	58	58	85	W	1
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Hongkong	2 p.	29.83	61	58	58	85	W	1
Victoria Peak	2 p.	29.83	61	58	58	85	W	1</